

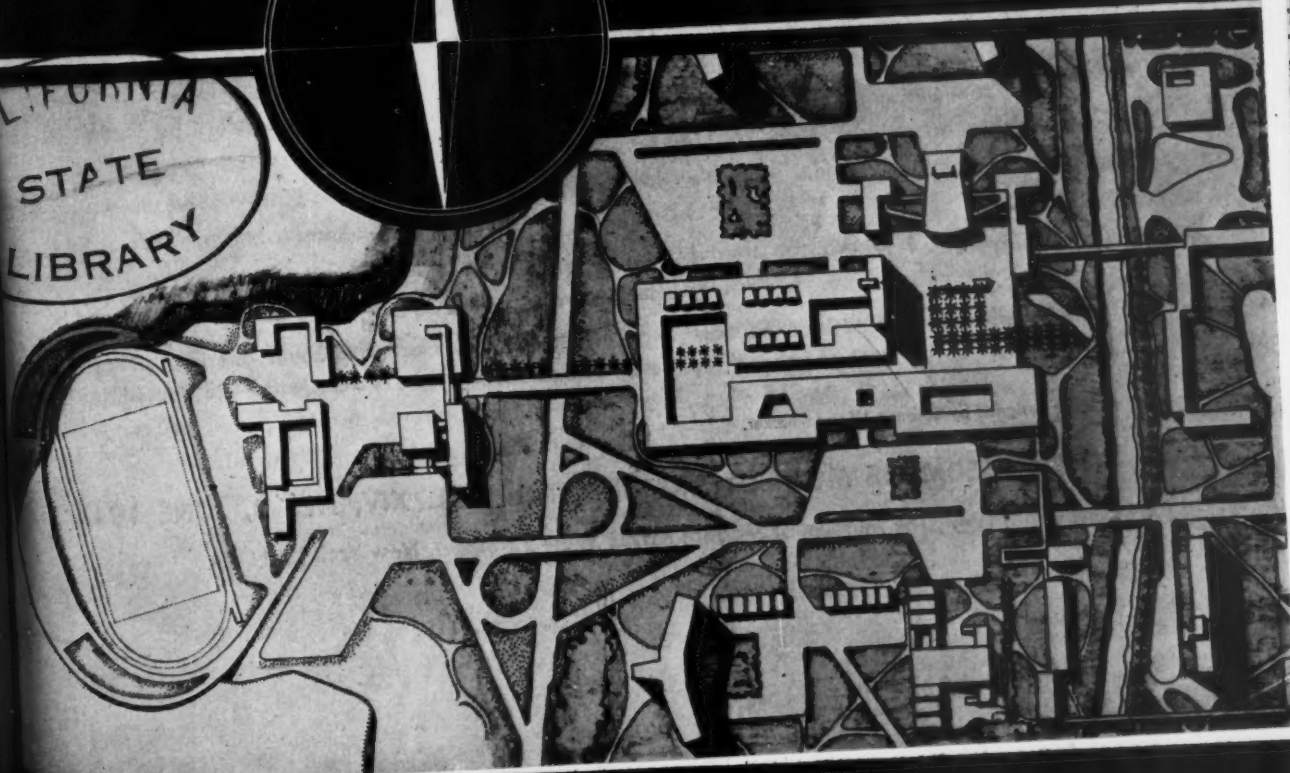
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TWO CITIES

Planning in North and
South America



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This Bulletin supplements the exhibition "Two Cities: Planning in North and South America," prepared by the Department of Architecture under the direction of Susanne Wasson-Tucker. June 24 to September 21, 1947

Cover designed by Susanne Wasson-Tucker.

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TWO CITIES

PLANNING IN NORTH AND SOUTH AMERICA

Man, the builder of cities, is the victim of his own creation. He speaks of centers of civilization and culture, but he creates centers of chaos and decay. He dreams of shining communities of ideal homes and produces the slum. He writes admiringly of the beauties of nature and lives with the sad, stunted city tree. Trapped by the rigid urban framework of his own invention, he denies himself even the basic requirements for ordinary healthful, happy living. He comforts himself with admiration for the mechanical progress of our age. Industrialization, which has supposedly liberated man for the enjoyment of the better life, has helped force him into the crowded, chaotic cities, where the better life has become an abstract dream. The benefits of industrialization have never been applied to the city as a whole, to serve and improve human life on a large scale.

However, the dream of cooperative achievement that has always brought men together in cities is still with us. We have learned through our discomfort and our errors that the cities of the future must have the discipline of order, and the cities of today may still be saved by planning.

A city is a living organism. It follows the life cycle of birth, growth, and death. Academic planning has always treated the city as something static and unchanging; the plan on paper was unpeopled, human beings were subordinate to the ruled line.

Today's city planning concerns itself with the lives of men. The community is considered as the expression of the relationship of men to one another, and the satisfactory cooperative fulfillment of all the necessary and desirable functions of their lives. It is a human concept, not a geographic or political one. Dwelling, recreation, work, and transportation are the four basic functions of all communities, and the community plan is the coordinator of these functions. The term "community planning" rather than "town planning" or "city planning" applies to any group of people gathered together on a chosen site where facilities for these four basic functions exist, and implies the sociological relationships involved. It deals with slum clearance, housing, zoning, health, education, transportation, location of industry, and in an expanded sense, it even covers allied agricultural areas. All planning today is based on this broader, more humanistic idea.

The two community plans that form this exhibition, one in North America and one in South America, employ these modern principles. Yet the results are strikingly different, due to the different requirements of climate, customs, and standards of living.

One is a plan for a new city in Brazil, "Cidade dos Motores," or "Motor City." Built on virtually new, reclaimed land, and growing out of new industry and agriculture, it offered a unique opportunity to plan a city from its inception, to avoid the physical confusion and human unhappiness that results from haphazard, uncontrolled growth.

The second plan, a redevelopment scheme for seven square miles of Chicago's South Side, attacks the problem of existing blight in the heart of a city where unplanned speculative expansion has led to chaotic deterioration.

Both plans, for different countries, different people, and different problems, meet the basic needs of man. The human approach is the only universal one.

A NEW CITY IN BRAZIL

Brazil is a country of vivid contrasts. Brilliant cities along the Atlantic Ocean border a sparsely inhabited interior. With territory as large as the United States and Alaska combined, there are only 45,000,000 people. The great undeveloped interior and its rich natural resources are an exciting challenge to pioneers and builders today, as the unopened West of North America stimulated men of vision in the nineteenth century.

Brazil's leaders, aware of the great potentialities of their country and desiring their share of world prestige, are planning new industries and cities. The achievement of economic prosperity and cultural self-sufficiency in a technological civilization depends upon the development of efficient industrial centers. The realization of this ideal will be largely determined by the manner in which these new cities are designed and built.

CIDADE DOS MOTORES

Today, twenty-five miles from Rio de Janeiro, the first of these communities is being built. Cidade dos Motores, designed around an existing airplane and proposed tractor factory for a population of 25,000, represents an exciting event in city planning.

Ten years ago, the Brazilian government undertook the reclamation of the swampy lowland in the region of Rio de Janeiro located between the coastal mountain range and the Atlantic. Periodic floods had turned this once productive agricultural area into unhealthy marshland: a dangerous waste of clogged rivulets, tropical growth and malarial swamps. The successful reclamation program, carried out by the "Baixada Fluminense Commission," changed these huge marshy areas into useful, habitable land. 250 acres of this land form the site of the new community, Cidade dos Motores. Much of the region is now fertile and used for agriculture. Vegetable and poultry farms, piggeries and cattle ranches have been established and factories built. Virtually free from malaria, the area has prospered. It soon became clear that here, in modern times, was an unparalleled oppor-

tunity for the scientific planning of new, unspoiled territory before the hopeless disorder and inefficiency of random growth could set in. One lesson has been learned from the founding and expansion of our nineteenth century cities: that unless their development can be controlled and directed, the result is chaos and the near annihilation of the individual. The Brazilian government, understanding this and wishing to realize the greatest possibilities of the reclaimed land, called in city planners Paul Lester Wiener and José Luis Sert in May 1943 to design the necessary community for the population attracted by the newly established farms and factories. Brigadier-General Antonio Guedes Muniz, Chief of the Brazilian Airplane Factory Commission, is in charge of the whole development. The organization and scientific planning principles employed here will serve as a model for future Brazilian cities.

THE NEEDS OF THE NEW COMMUNITY

This new community has very special requirements. Studies of climate, soil, local customs, educational, recreational, health and welfare needs were necessary before a single building could be proposed. The most perfectly planned city, based on theory alone, might just as well remain on the drawing board if it has not grown out of the real needs of the people who will live in it. These many factors influence the layout of the community, the type of architecture, and the services to be provided.

This is hot country, with little change of temperature throughout the year. Heavy seasonal rains and a continuous tropical sun influenced the orientation of the dwellings for the greatest protection from both and to take advantage of the prevailing breezes for the necessary through ventilation. In studying the arrangement of the buildings for this purpose, it is necessary to take into account the fact that the path of the sun south of the equator reverses the pattern of exposure to which North Americans are accustomed. Here life is simple. There are no seasonal changes in clothing or dwellings and practically no storage problem.

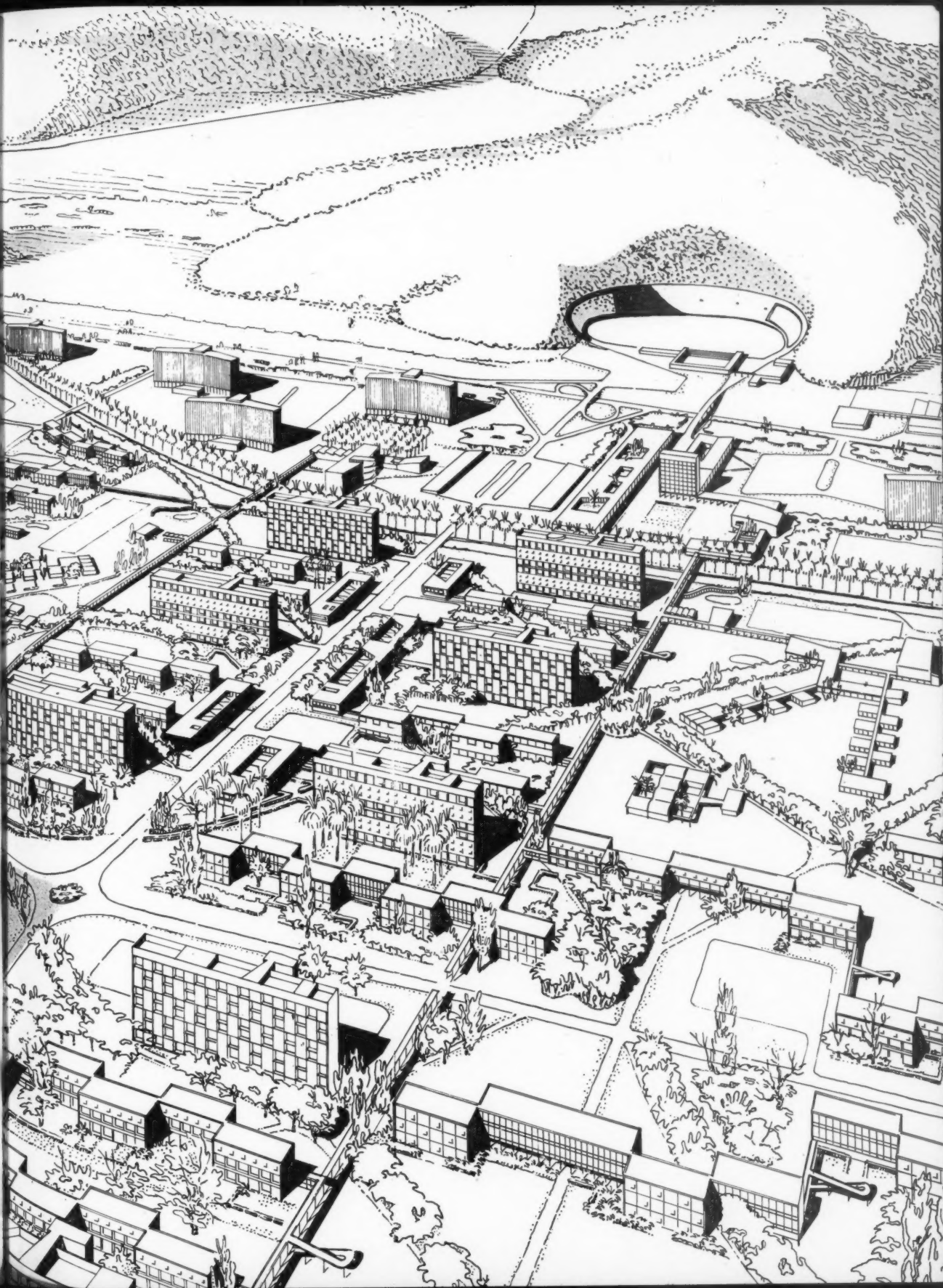
THE CITY: Housing, neighborhood facilities and a civic center are planned for the special needs of the people.

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The population is mixed and the factory workers are drawn largely from the cities of Rio de Janeiro and Petropolis and their surrounding suburbs, where they have worked in machine shops and as mechanics. Their diet is plain but adequate, consisting chiefly of beans, rice, dried meat (a basic dish called "feijão"), with abundant fruits, such as bananas, oranges and mangoes, always available. Food plays a surprisingly important role in city planning. To make possible a more varied diet with increased nutritional value, the plan for Cidade dos Motores emphasizes agricultural development and the proper integration of meat and vegetable farms and distribution facilities. Products from farm and ranch go to a centrally located kitchen-factory. Here they are stored in freezing plant or warehouse. Then food is prepared for distribution and taken to neighborhood and factory cafeterias or to local markets for home use. In addition to improved diet, a program of disease prevention and control will help maintain a high health standard. A well planned community must also provide satisfactory educational and recreational facilities for its people. Because families average about five in number and the child population is therefore large, schools and play areas are a primary consideration.

THE PLAN

As these human needs were listed and analyzed, it became clear that the total community would develop out of three parallel, closely integrated ten year programs: *industrial development, agricultural self-sufficiency and physical community growth*. The plan of the whole city follows the natural contours of the plateau. No longer is the city forced into an illogical machine-made dictatorial mold of ruler and pen, such as the meaningless checkerboard of the gridiron layout. The whole community will eventually consist of four neighborhoods and a civic center which will serve a total population of about 25,000. Within each individual neighborhood there will be bicycle and pedestrian paths, covered to afford protection from the tropical sun. Peripheral roads with bridges over the canals will surround the neighborhoods and connect with rural and farm

roads. The complete network will join the main highway which goes from Rio de Janeiro to Petropolis and points west. This main highway is one of the most modern highways in Brazil. As more of these highways are constructed and as transportation becomes increasingly efficient, large undeveloped regions will become new productive centers of the country.

THE INDUSTRIAL PROGRAM

The first program, industrial development, which is based upon an airplane engine factory built during the war and a tractor factory to be added, will help increase domestic machinery production and lay the foundation of an industrial economy for the region. This, in turn, will aid the agricultural program and result in greater food production. These two factories are connected with administration buildings and a centrally located cafeteria by means of covered passages. The industrial area is independent of the residential neighborhoods and connects with the through Rio de Janeiro-Petropolis highway.

THE AGRICULTURAL PROGRAM

The agricultural program includes the development of scientific animal and poultry breeding and truck farming, and is also the basis for a feeding plan for the whole community. A centrally located kitchen-factory near the railroad station, market, and milk pasteurization plant will prepare the produce for all the community cafeterias and restaurants.

COMMUNITY GROWTH: THE NEIGHBORHOOD UNIT

The third factor, actual community growth, must, of course, parallel industrial and agricultural growth. The size of the community is dependent upon the number of workers in factories and on farms. Not only does the plan consider increased physical size, but all provisions are made for the natural raising of living standards which would result from the success of all three programs.

THE CIVIC CENTER is the cultural and recreational heart of the city's life.

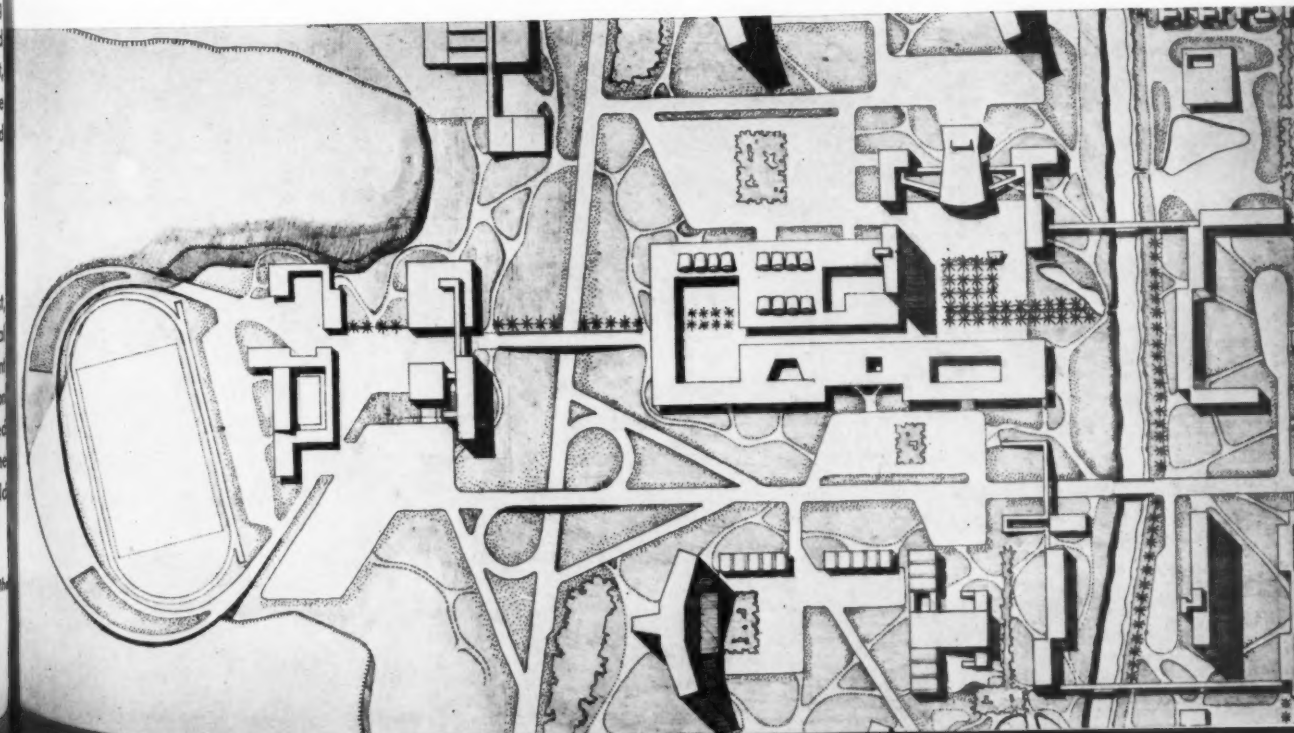
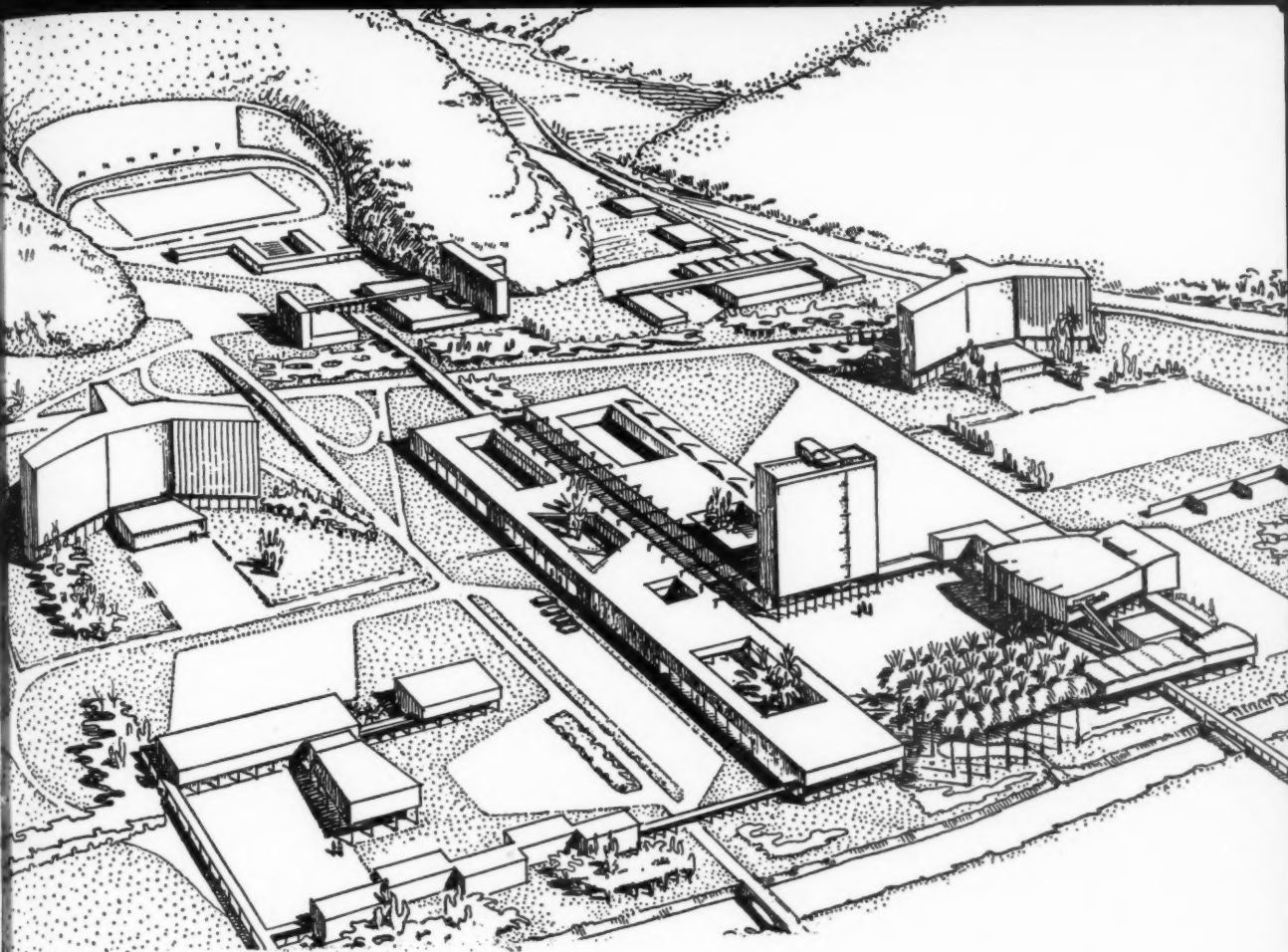
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Because it is a small community, planned for a maximum population of about 25,000 and limited to a 250 acre tract, it was logical for the planners to think in terms of neighborhood units. When it is possible to plan an entirely new area for a comparatively small number of people, the self-contained neighborhood unit is a practical solution. This, of course, is a rare opportunity, for there is little chance today to design a city from its inception. Cidade dos Motores is one of these few special examples, and the independent neighborhood scheme provides housing, educational, recreational, health, shopping and transportation facilities for six thousand inhabitants. This is largely determined by calculating the number of houses (and therefore people) required to support the necessary services. The whole proposal is keyed to the consideration of the individual, providing all his daily needs within easy walking distance. The average distance to the civic center is less than a quarter of a mile. Population density, based on considerations of climate and maintenance problems as well as walking distances, is about one hundred persons to an acre. The first neighborhood unit already is under construction. The community will grow by the addition of three more planned neighborhoods as increasing population requires them, and the design of these will be influenced by experience in the earlier ones. Provision for change in planning is of primary importance. What appears perfect today, if inflexible, insures civic paralysis tomorrow.

DWELLINGS

The housing solution devised by Paul Lester Wiener and José Luis Sert is not only ingenious and economical but establishes a high esthetic standard in the well-designed proportions and interesting flexible façade patterns of the building types. There will be bachelor dormitories and three-story and eight-story apartment houses. The dormitories are planned to accommodate 801 single male factory workers in each building and are to be located in the western part of the community, close to the civic center.

The apartment houses utilize standardized mass-produced parts, fabricated on the site, and are built around tropical gardens. The bedrooms, living rooms and corridors each have a different type of exterior wall designed for a special room function. A great variety of interesting architectural façade patterns are formed by the many combinations made possible by the different room layouts. The buildings are never more than one apartment deep and have open corridors running the length of each floor. An inexpensive sunbaffle is formed by a simple honeycomb of concrete which faces the corridor walls and protects the building from sun and rain. Pivoting wall sections in the living quarters open the rooms to air and view and serve as a sunshade. A special double membrane wall of precast concrete units with a ventilated cavity between them provides insulation against heat for the bedroom walls. All of these constructions have been carefully designed to solve the problem of through ventilation, extremely hot sun, and heavy rains.

THE NETWORK OF SOCIAL SERVICES

The social services are the backbone of the community. Each neighborhood unit will complement its housing facilities with its own necessary network of social services. There will be a child-care center, pre-natal clinic, dispensary, kindergarten, elementary school, and cafeteria. Large outdoor playgrounds, used all year round, and two swimming pools are provided for the children, while the adult recreational facilities include a swimming pool and bather's shed, and a community club with meeting rooms, classrooms and play rooms. Social and educational facilities which need not be duplicated in each neighborhood will be located in the civic center.

THE CIVIC CENTER

The heart of the city's life will be the civic center. Here a town square, "praça," and a promenade, "corso" or "passeio," will give space for strolling, meeting and conversing, a traditional leisure pastime in Brazil. A continuous parasol-like elevated

THE NEIGHBORHOOD UNIT: The city will grow by planned neighborhoods. Each neighborhood provides all the necessary facilities for 6000 people.

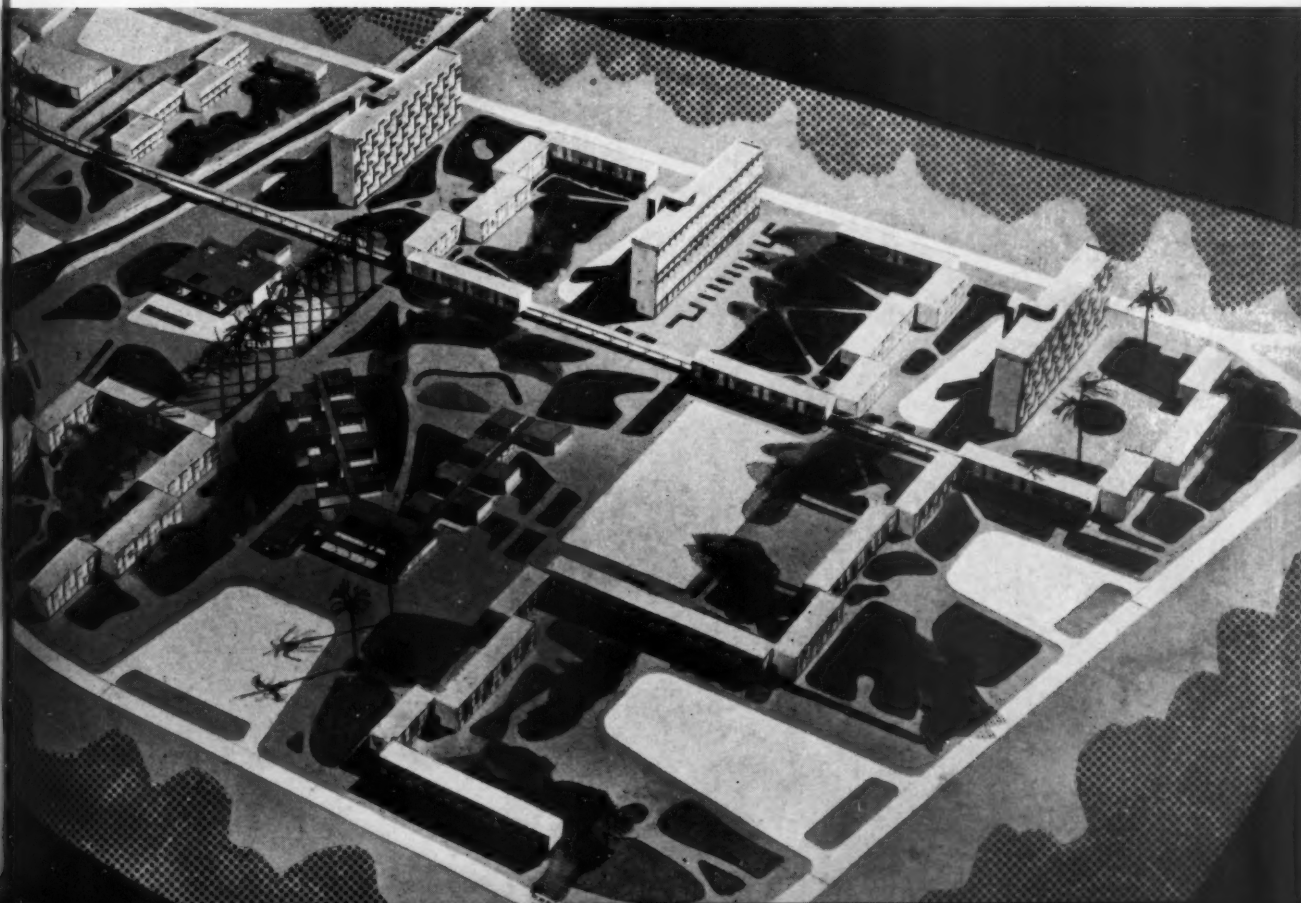
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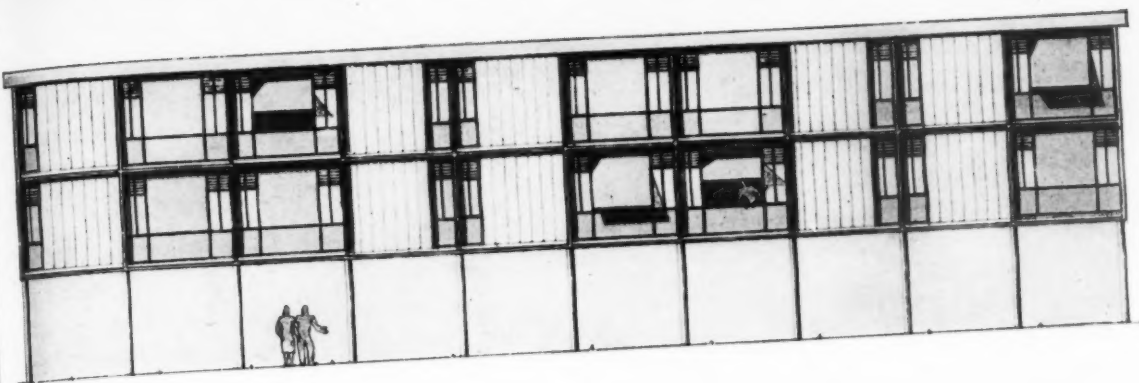
lab on posts protects the strollers from the hot sun and allows a free arrangement of buildings. Along this promenade and around the square are a shopping center, hotel, moving picture theatre, restaurant and coffee houses, and administration offices. Roads and parking spaces lead to and surround the center, but do not interfere with pedestrian traffic. Across the main highway, bridged by a pedestrian overpass, is the cultural center, consisting of the Technical High School, which will also serve as a training center for industrial workers, a workshop, exhibition halls, and library. Beyond this group is the sports center, with a stadium and auxiliary buildings, which will be used by people of surrounding communities as well as the inhabitants of Cidade dos Motores.

Le Corbusier, in the February 1947 issue of

Progressive Architecture paid the following tribute to the carefully worked out design of Cidade dos Motores:

"It is a work well done; landscape, climate, geography, topography, science of the engineer and of the architect combined result here in a harmonious and precise whole, inspiring confidence. Mastership radiates from these plans. . . . Years of research have been devoted to it. . . . Here is planning in three dimensions, where geometry has supplied a wealth of combinations. Here spirit is satisfied. If we study in detail the plans and sections, if we virtually walk in this city, and if we try to live there as its inhabitants will soon do, we will note that a man's heart has been listening to other men's hearts so as to bring them the sensitivity of architecture."

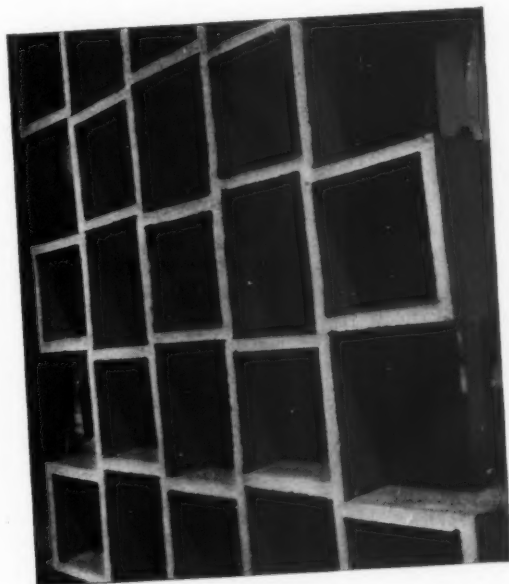
THE HOUSES: Standardized exterior wall units make interesting façade patterns.



Front elevation.

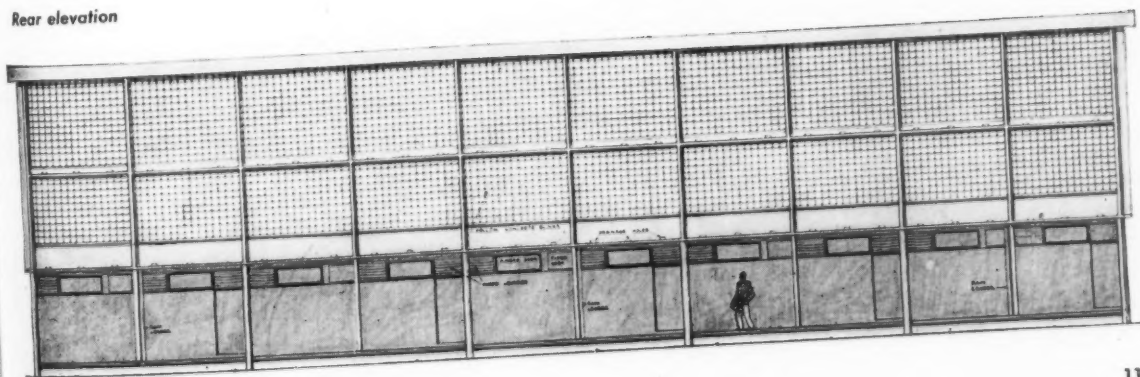


Double membrane wall.



Concrete sunbaffle.

Rear elevation



A NEW PLAN FOR CHICAGO'S SOUTH SIDE

The dramatic growth of American cities in the late nineteenth century is a tale of adventure: of the founding of personal fortunes and industrial empires, of unlimited physical expansion, urban pride, *nouveau culture* and great white architectural dreams. It is also a story of exploitation and civic irresponsibility. Chicago—vital, powerful and prosperous, strategically located, rich in natural resources—became the great railroad center of the nation. Transportation, heavy industry and manufacturing made the city rich and populous, and with it grew a strange, senseless assortment of architectural forms, crowded, confused and unplanned.

As in all new cultures, once financial security was established, esthetic improvements were desired. And so, while polite Victorian society encouraged the arts in its salons, railroads fouled choice sites with soot and smoke and industry and commerce spread indiscriminately through fine residential areas because of the lack of a practical city plan. While Louis Sullivan created the masterpieces in the new glass and steel construction that were the foundation of American skyscraper architecture, the "cultured" minority, uninterested in the "utilitarian," drew pictures of an ideal city of Renaissance vistas, Medici museums and private palazzi, and the real city of the people began to decay behind their magnificent façades. The classical renaissance so proudly presented to the world by Chicago in the Fair of 1893 as the answer to architectural planning only covered the chaos and blight that had already attacked and was soon to engulf one third of the city.

THE MICHAEL REESE PLAN

Today Chicago faces the problems that grew out of its extravagant development. The grandiose architectural ambitions of its youth are forgotten and the emphasis is now where it belongs—on the people. The people have created the city; the least they can expect from it is an adequate place to live and work. To provide this in the confusion of present conditions calls for total redesign of social, economic and physical factors. To attempt even

partial redesign means not only a complete understanding of all the complex problems involved, but also unbelievable optimism of heart and mind. Therefore, the current unique redevelopment program for seven square miles of Chicago's once fashionable South Side, inaugurated by the Michael Reese Hospital, is of great significance, both as an initial effort to rebuild a specialized small site and as a long-term plan for the redevelopment of a large blighted area. Michael Reese Hospital, a non-sectarian institution, is the largest private hospital in Chicago. Cooperating with the hospital are the Illinois Institute of Technology, leaders of the Negro community, the Chicago Housing Authority, the Metropolitan Housing Council, the Catholic Archdioceses of Chicago, the C.I.O., the A.F. of L., St. Luke's, Chicago Memorial and Mercy Hospitals, Mentzer-Bush Co., E. L. Mansure Co., Cuneo Press, R. R. Donnelly Co., and the Illinois Central Railroad. Starting with the campus and buildings of the hospital itself, the Michael Reese plan will eventually affect the area between 12th Street on the north, 47th Street on the south, the Pennsylvania Railroad on the west and Lake Michigan on the east. Through complex studies of existing land uses, possible utilization of present equipment, desirable densities of population, most efficient location of necessary facilities, and long-range goals, an overall plan for the redevelopment of the seven square miles was plotted.

THE SOUTH SIDE PLANNING BOARD

To help make possible this program it was important, first of all, that many racial, religious and political elements of the neighborhood be persuaded to work together. Too often the short-sighted, selfish quarreling of individual interests destroys programs that would benefit the entire community. Through the persistent efforts of the Michael Reese Planning Staff, hired by the hospital in September 1945, and headed by Reginald R. Isaacs, the South Side Planning Board was established to combine Catholic, Protestant, Jewish, Negro, Labor, Railroad, Industrial-Commercial,

Real Estate and Public Housing groups. This non-profit community organization is cooperating for a dream of the future: the relocation of industries, railroads and streets, new housing, playgrounds and proper shopping and cultural provisions for the entire seven-square-mile district under consideration—a dream of comfort and beauty.

THE NEIGHBORHOOD

Chicago's South Side has become a slum classic. The inflexible gridiron pattern of the narrow streets, a misguided attempt to create urban order, encloses the crowded old houses with heavy, hazardous traffic. Relics of past grandeur, ghost-houses have been divided and re-divided into cramped, dark, slum apartments, dangerously overcrowded with a constantly increasing, largely Negro population, which is confined within a limited zone because of present restrictive covenants. Scattered throughout this residential squalor are dingy industrial areas, and surrounding the whole is the random network of railroads. The entire section had deteriorated so badly since the founding of Michael Reese Hospital in 1882 that its Board was seriously considering moving to a new site. However, unable to find any location that would be proof against future blight, and unwilling to abandon ten million dollars worth of buildings and equipment, the hospital decided to stay, build a great medical center and improve living conditions in the surrounding neighborhood. This sounds like visionary idealism, but the program developed by the Planning Staff is one of practical reality. Idealism might be called the source of the plan's elements. It will include a housing project for staff, employees and inhabitants of the neighborhood and will try to stabilize a large area surrounding the hospital's site to protect its building program.

ILLINOIS INSTITUTE OF TECHNOLOGY

The Institute, located one-half mile to the southwest of Michael Reese Hospital, started the battle of redevelopment in 1939 with its independent decision to build its entire new school in the blighted area.

In addition to its educational buildings, a housing project is scheduled for faculty and students, and another is planned for the general public. Other hospitals and industries, also caught in the progressive decay of the South Side, were quick to move in under the leadership of the Michael Reese Planning Staff and the Illinois Institute of Technology. These institutions and businesses, as well as certain interested private real estate groups, will cooperate by tailoring new land uses, buildings and facilities to the suggested overall plan.

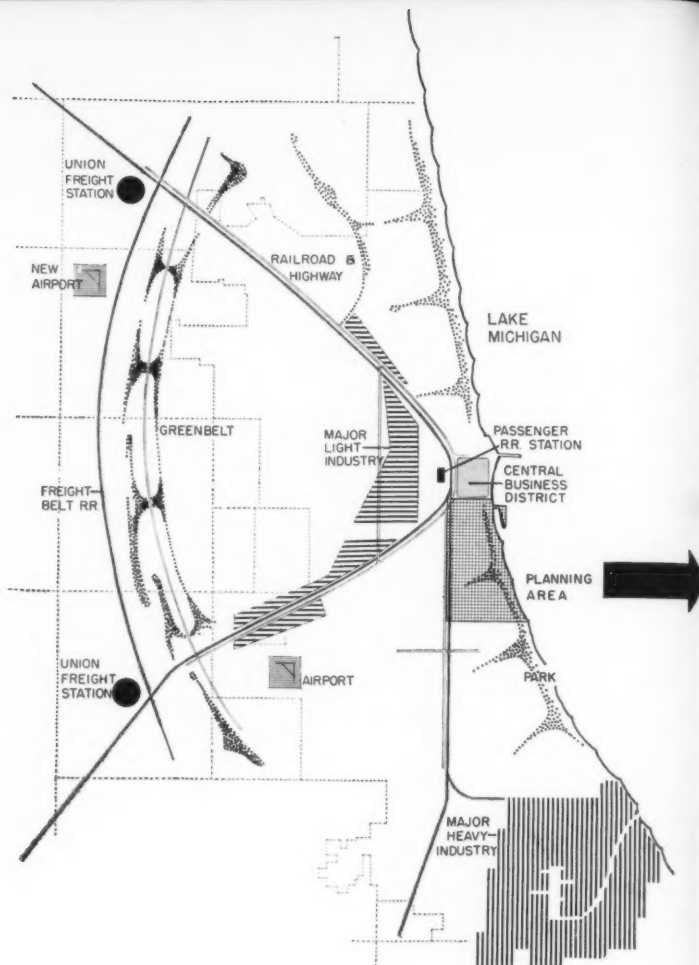
THE HOSPITAL CAMPUS

The proposed development for the Michael Reese Hospital campus is divided into an immediate, intermediary and long-range plan. The first of these consists of a two to five year project for immediate construction. This includes the building of a psychiatric-psychosomatic hospital, a private pavilion, convalescent hospital, laundry, home for the aged, community health and welfare building and, should financial aid be available, a housing project. Within ten years the hospital hopes to have a new power plant, a post-graduate school of medicine building, a serum center, a research institute and a new surgery-utility building. Looking twenty years ahead, the plan calls for a pavilion for the chronically ill, a children's hospital and a hospital-hotel.

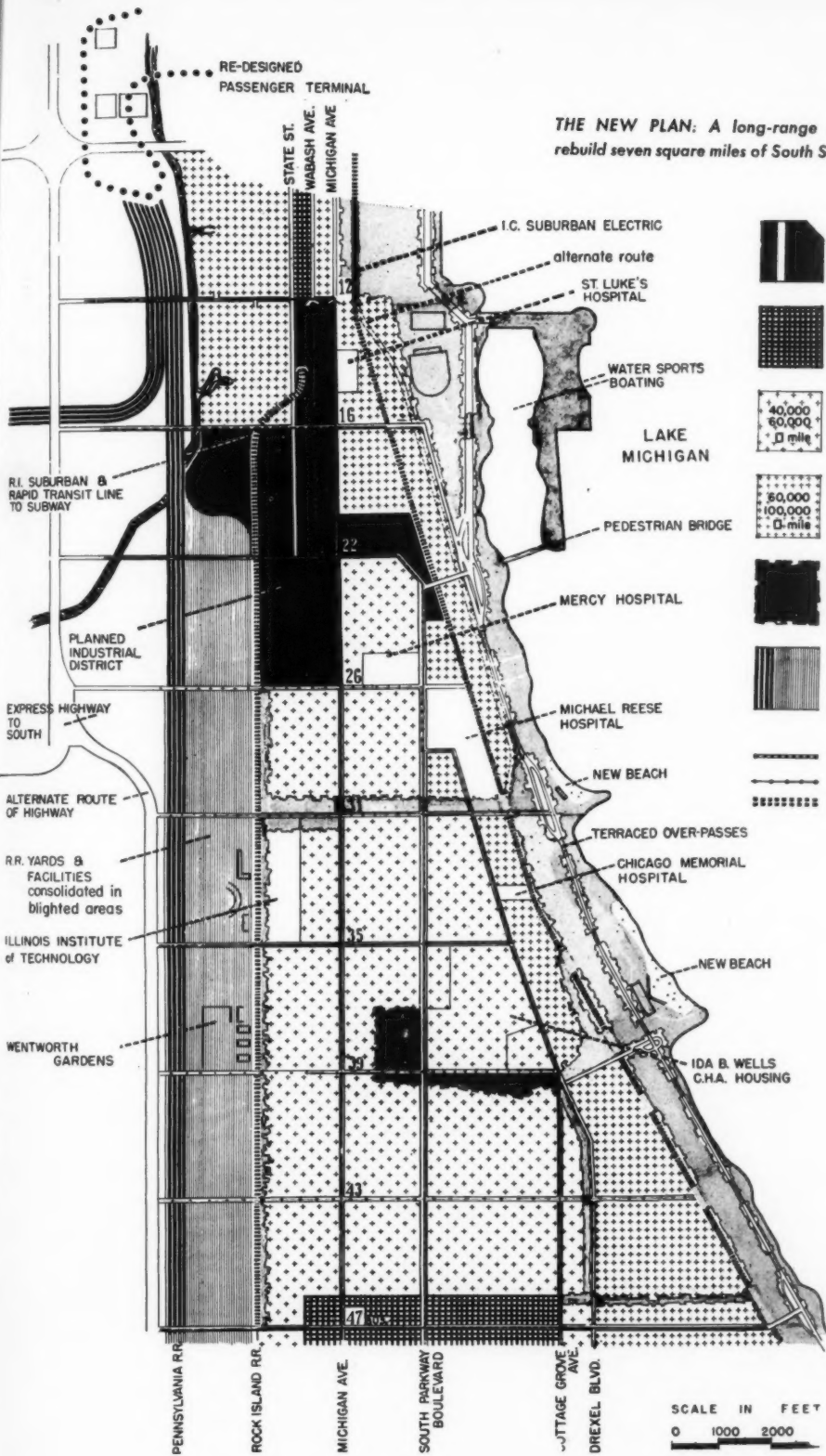
PLANNING THEORY

In making recommendations for the area surrounding its own campus, the staff found that certain accepted planning theories would not work when applied to the rebuilding of communities within a large city. A favorite theory is the "neighborhood" scheme: that schools, shops, employment and recreation should be within walking distance of the home and should form a self-contained neighborhood unit. Michael Reese planners found that this was both inflexible and fallacious for a large metropolitan area. This cellular concept of city structure would help divide the city into political, racial, religious and economic groups. The walking-distance regulation ignored efficient modern trans-










THE NATURAL FORM OF CHICAGO: *The replanning of a small area within a large city requires an understanding of the layout and functions of the city as a whole. Respect for the natural form of the city results in the most efficient local planning.*



BLIGHT AND DECAY: *The site of the new hospital campus.*



THE NEW PLAN: A long-range redevelopment program will rebuild seven square miles of South Side slums.

-  INDUSTRIAL AREA
-  MAJOR SHOPPING & CULTURE
-  LOW DENSITY HOUSING
-  HIGH DENSITY HOUSING
-  PARKS & RECREATION
-  RAILROADS & YARDS
-  STREET CAR LINES
-  BUS LINES
-  RAPID TRANSIT LINES



SCALE IN FEET
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portation, which allows the practical location of shopping centers where they are economically most profitable, and of schools where child population justifies their existence. Greater density housing with lower land-coverage provides enough surrounding open green space to fulfill the park requirements. Community centers can be located in the church, school, store or apartment building, wherever the true activities and desires of the people make a need for such a recreational and meeting place apparent. The mechanical method of counting noses and then allotting schools, community centers and churches not only ignores the real human needs of the varied inhabitants of a city but often results in wasted building.

THE PRACTICAL PROGRAM

One cannot redevelop an existing area according to theory alone. The primary considerations for planning a community are practical. Although always conscious of an abstract ideal, the planner must relate the facilities of his community to those already functioning in the larger encompassing city. Transportation and general direction of traffic must tie up with the greater city network. Industry cannot be thrown out of the community if there is no place for it to go, but housing and industry can be relocated within the project itself. Thus the planning staff recommended that the desirable lake-front should be used for residential purposes, with greater population densities planned where lake view, parks, major institutions, employment centers or converging traffic lines would make such densities an advantage. A modified gridiron street plan is retained only for express traffic; pedestrians walk through gardens and parks, separated from the main thoroughfares. Houses will be group-houses, three-story walkups or tall apartment buildings. It is interesting to note that sensible city planners reject the popular misconception of planning—that each man must have his minuscule individual castle on his own little slice of old-fashioned garden. To achieve the open spaces so justifiably desired by the city dweller, the practical solution proposed

here is that of taller buildings with less land coverage, providing comfortable apartments surrounded by green play and recreational areas. Exact data on rents, families, incomes, age groups, community facilities and housing conditions gathered by the Staff with the Metropolitan Housing Council provided the practical basis for the plans. The survey indicates that the largest proportion of the people now resident in the area are unable to afford private enterprise rents and must be provided for by public subsidy. Relocating those persons to be displaced by redevelopment projects is an important and difficult problem.

Industry, at present spotted through the whole seven square miles, will be separated from dwellings and regrouped in the northern part of the area, with convenient loft space, parking areas, union headquarters, restaurants, and employee recreation and welfare centers. Here it is placed adjacent to the railroads and yards, which have been concentrated at the western periphery where rail lines already are established. It is suggested that non-suburban and freight lines which at present use the lake front be transferred. A large shopping and cultural center is placed at the southern boundary. This leaves the entire lake front and central section free for the development of dwelling units with their necessary travel and recreational facilities.

First steps toward the realization of the plan have already been taken. The Chicago Housing Authority has inaugurated a program to assemble the land for the hospital's campus development. A recent amendment to Illinois law made it possible for this public agency to assemble and clear for public purposes large tracts of land now held under small individual ownership.

With the proper legislative and financial tools, planned land use can become a reality. We may look forward to pleasanter living, improved functioning of transportation and industry, and increased efficiency for our cities.

Ada Louise Huxtable
Department of Architecture

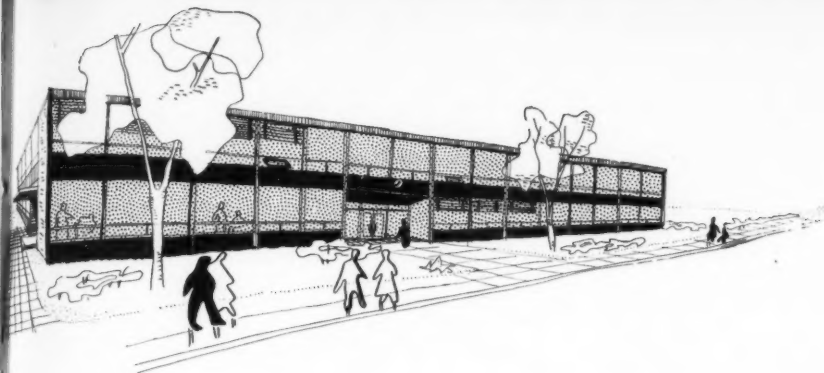
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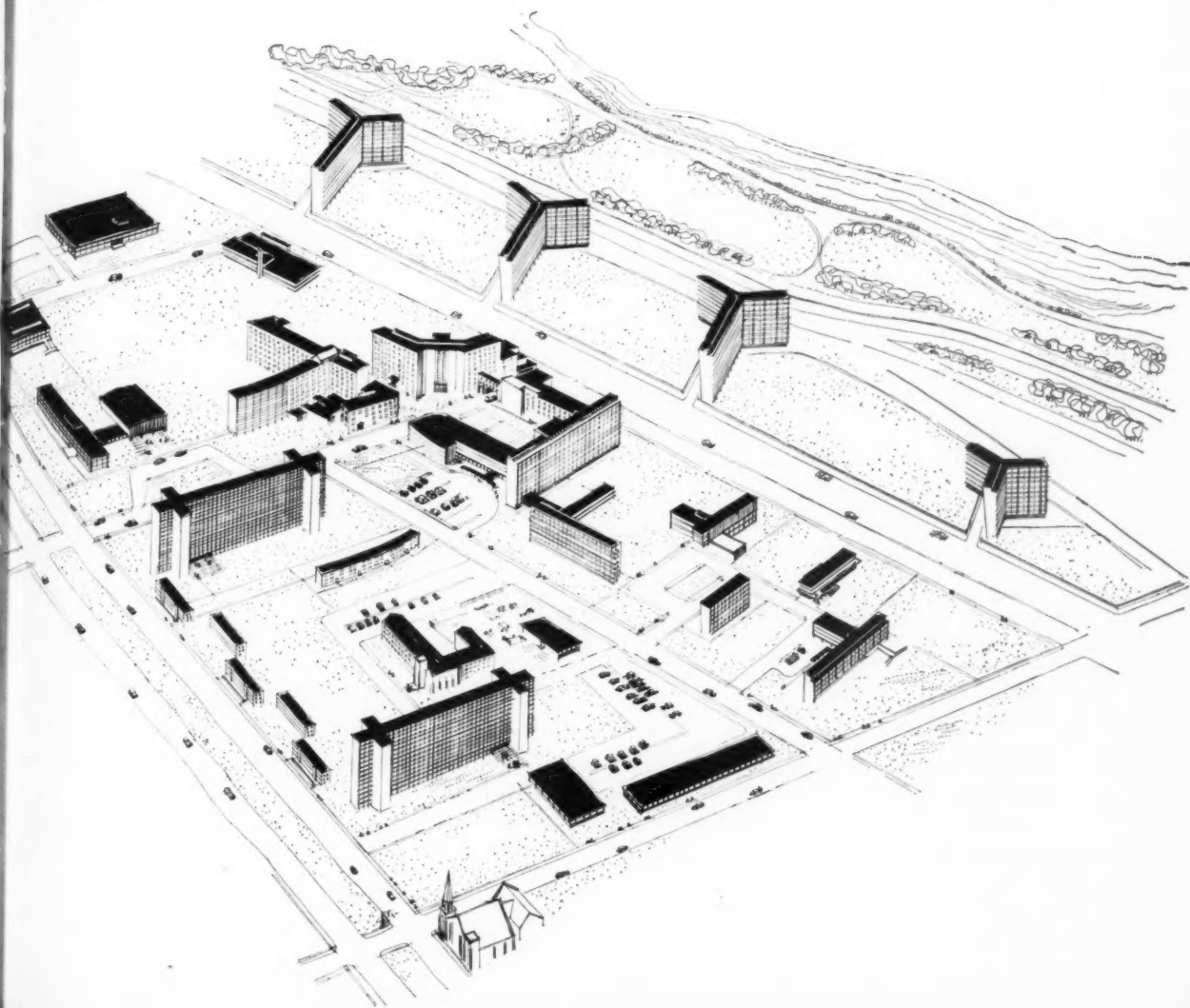
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The Serum Center.

MICHAEL REESE HOSPITAL: The new campus and housing.



A NEW CITY IN BRAZIL

Paul Lester Wiener and José Luis Sert, *Town Planners*

Brigadier-General Antonio Guedes Muniz
Chief of Brazilian Government Airplane Engine Factory

Oswaldo Bittencourt Sampaio
New York Director for Brazilian Government

Collaborators

Otto Da Rocha E Silva, *Rio de Janeiro. Architect on Location*

Horacy Assis Da Silva, *Rio de Janeiro. Construction Engineer of Factories*

Elwyn E. Seelye & Co., *New York. Consultant Engineers on Bridges, Roads, Parking and Utilities*

A NEW PLAN FOR CHICAGO'S SOUTH SIDE

Michael Reese Planning Staff

Reginald R. Isaacs, *Director*

John T. Black, *Associate Architect*

Martin D. Meyerson, *Associate Planner*

Frank Weise, *Assistant Architect-Planner*

Edmond J. Golden, *Designer*

Eleanor Torell Scott, *Sociologist*

Walter H. Blucher, *Planning Consultant*

Walter Gropius, *Architectural Consultant*

Grant H. Adams, *Director of Public Relations*

Michael Reese Hospital

Sidney L. Schwartz, *President*

Leigh B. Block, *Chairman, Committee on Building, Grounds and Planning*

Ferd Kramer, *Chairman, Committee on Land*

Dr. Morris H. Kreeger, *Executive Director*

Collaborators on Redevelopment Housing, Surveys and Architecture

Chicago Housing Authority

Metropolitan Housing Council

Pace Associates, *Architects*

Illinois Institute of Technology

South Side Planning Board

Cook County Housing Authorities

"Cidade dos Motores" was published in the September 1946 issue of *Progressive Architecture*. The Chicago plan appeared in the September 1946 issue of the *Architectural Forum*. Both these articles have been used as source material for the exhibition captions and bulletin text. Le Corbusier's tribute to the Brazilian project is reprinted from *Progressive Architecture* for February 1947.

MUSEUM NOTES

EXHIBITIONS

Printed Textiles for the Home: Prize-Winning Designs from a National Competition: Mar. 11-June 15. 20 prize winners and honorable mentions in the competition held by the Museum last year in which 2,443 entries were submitted. In addition to the original designs, the exhibition included fabrics executed from the first, two second, and the third prize designs.

Large-Scale Modern Paintings: Apr. 1-May 4. Through a selection of 20 canvases this exhibition examined the function, purpose, and possibilities of large-scale painting in contemporary culture. Directed by Margaret Miller.

Drawings from the Museum Collection: Apr. 15-June 1. The first comprehensive exhibition of the Museum's collection of drawings—a selection of 200 drawings from the collection of nearly 300. Directed by Alfred H. Barr, Jr.

Taliesin and Taliesin West: Apr. 15-June 15. Sixteen large kodachromes and four architect's plans of the buildings where Frank Lloyd Wright lives, works and imbues students with his unique philosophy and technique of architecture: the original Taliesin in Wisconsin and its winter counterpart, Taliesin West, built in the desert near Phoenix, Arizona.

Alfred Stieglitz: His Photographs and Collection: Opening June 10. Directed by James Johnson Sweeney. The Collection closes on Aug. 31, the Photographs on Sept. 21.

Work from MMA Classes for Young People: May 20-July 20.

Boris Aronson: Stage Designs and Models: June 25-Oct. 5. Experiments with light and projected stage scenery as demonstrated by three movable stage models. Also original drawings.

Two Cities: June 24-Sept. 21.

Robert Maillart: Engineer: June 24-Oct. 12. The first presentation in New York of the bridges and buildings designed by the Swiss engineer has been assembled for the Museum by the well-known Swiss author and critic Siegfried Giedion. The exhibition consists of enlarged photographs, technical drawings, diagrams and explanatory text.

PUBLICATIONS

Fantastic Art, Dada, Surrealism, edited by Alfred H. Barr, Jr., with essays by Georges Hugnet. This third revised edition presents with clarity and understanding one of the principal move-

ments of modern art. In the introduction, Mr. Barr indicates briefly the persistence of fantastic subject matter in European art from the middle ages to our own time. Georges Hugnet, unearthing a wealth of documentary fact and anecdote, discusses Dada and Surrealism, the two important movements concerned with the anti-rational and the marvelous. The grouping of the 222 illustrations follows the same general pattern as the text, providing examples of fantastic art from the 15th century to World War I., the work of 20th century pioneers, fantastic architecture, comparative material and, in great numbers, the productions of the Dadaists and Surrealists themselves. 296 pages; 222 plates; cloth; price \$6.

Modern Painters and Sculptors as Illustrators, by Monroe Wheeler (third edition). Here is a miniature survey of modern art, a book in which 20th century masters and a few of their 19th century predecessors display unfamiliar facets of their genius. This book records their finest achievements; from Manet, Rodin and Toulouse-Lautrec through Maillol, Bonnard, Picasso, Rouault, Matisse, Chagall, Derain and Segonzac to the present-day efforts of younger artists. The 70 plates have an exceptional interest in that they reproduce works of art specifically designed to appear on the pages of a book. 116 pages; color frontispiece; boards; price \$2.75.

PICASSO COLOR REPRODUCTION

Boy Leading a Horse, 30-color silk screen, 28 3/4 x 14 1/4" on format 36 1/4 x 24 1/8"; sale price \$18 unframed. 25% discount to Members of the Museum.

GARDEN

Luncheon and afternoon tea are again being served in the sculpture garden of the Museum. The hours for lunch are 12:00 Noon to 2:30 P.M. daily except Sunday; tea, 4:00 to 6:00 P.M. daily. The price of lunch is \$1.50; tea 50 cents. The bar is open again to serve beer and wines at moderate prices. The restaurant will be closed on rainy days.

MEMBERS' ROOM

Although previously announced as being closed for the summer because of the garden facilities, the large number of requests from members for its continuance has prompted us to keep open the Penthouse throughout the year. However, no tea will be served until autumn.

TRUSTEES OF THE MUSEUM OF MODERN ART: John Hay Whitney, Chairman of the Board; Henry Allen Moe, 1st Vice-Chairman; William A. M. Burden, 2nd Vice-Chairman; Sam A. Lewisohn, 3rd Vice-Chairman; Nelson A. Rockefeller, President; Philip L. Goodwin, 1st Vice-President; Mrs. David M. Levy, 2nd Vice-President; John E. Abbott, Secretary; Randal H. Macdonald, Treasurer; Alfred H. Barr, Jr., Mrs. Robert Woods Bliss, Stephen C. Clark, Rene d'Hamoncourt, Walt Disney, Marshall Field, A. Conger Goodyear, Mrs. Simon Guggenheim, Wallace K. Harrison, James W. Husted, Henry R. Luce, David H. McAlpin, William S. Paley, Mrs. E. B. Parkinson, Mrs. Charles S. Payson, Mrs. John D. Rockefeller, Jr., Beardsley Ruml, James Thrall Soby, Edward M. M. Warburg, Mrs. George Henry Warren, Monroe Wheeler.

MUSEUM NOTES

The first of the series of papers on the history of the Museum is by Mr. J. H. R. Taylor, who gives a detailed account of the early years of the Museum, from its foundation in 1845 to the present day. He discusses the various stages of its development, the changes in its constitution, and the influence of the various governments and societies which have supported it. He also mentions the names of the many distinguished men who have been connected with the Museum, and the many valuable contributions which they have made to its history and to the science of the world.

The second paper is by Mr. J. H. R. Taylor, who gives a detailed account of the early years of the Museum, from its foundation in 1845 to the present day. He discusses the various stages of its development, the changes in its constitution, and the influence of the various governments and societies which have supported it. He also mentions the names of the many distinguished men who have been connected with the Museum, and the many valuable contributions which they have made to its history and to the science of the world.

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